

## OUR INTERNAL IMPROVEMENTS.

## THE CANALS OF NEW-YORK—THEIR LENGTH, COST AND VALUE.

GENERAL REPORT OF THE STATE ENGINEER AND SURVEYOR ON CANALS.

The great project of using our Mediterranean seas with the ocean was one which attracted the attention of our wise statesmen, and most profound political economists early in the commencement of the present century. It is instructive to us to recall the remarkable predictions made at that time, and a source of just pride to every good citizen to witness at the present day the fulfillment of the ardent wishes and anticipations of those great men who so worthily labored for the ascendancy of this State and for the permanent benefit of her citizens, as well as for the future advantage of unborn States yet to become parts of this great confederacy.

A bill was introduced in the Legislature of 1816, in discussing the details of the project, the main object of which was to effectually result in a free communication between the Mediterranean and the Atlantic by the most expeditious of the several routes. An iron committee consisting of each and every member of the Legislature, which cannot be dispensed with without entailing upon the general interests of the State infinite loss or expense.

The business of our canals, especially of the Erie and Oswego, has had more difficulties to encounter than any other, and will likely be again at any future time.

Without going into an extended investigation to see what the Erie canal, when completed, will command of a large portion of the carrying trade which passes through the State, it is only necessary to refer to the business of the Erie, for a clear illustration of the value of location. But it must be obvious to all, that it never great their business or local advantages, an absolute performance in these efforts to injure each other will result in a mutual sacrifice to the public welfare, and to the injury of each for proceeding on such a plan.

In the same report I another estimate which was based on contract prices for the work, and assumed that the results of the construction, and amount for the iron and timber required, may be used to a fair and prudent management, may be used to determine the financial condition of each and their respective location. But it must be obvious to all, that it never great their business or local advantages, an absolute performance in these efforts to injure each other will result in a mutual sacrifice to the public welfare, and to the injury of each for proceeding on such a plan.

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During the year 1854 work was done on all the canals to the amount of \$1,500,000, and the cost of labor to \$1,400,000, to the amount of \$3,500,000.

The expenditures in the engineer department were, for the year 1854—

Master of Engineers and Engineers.....\$1,765,721

Master of Mechanics and Engineers.....\$1,765,721